

POWER AND PRICE BASE MOTOR FEE

State Hopes Under New Law
to Obtain \$2,000,000 in
Revenue.

PLEASURE CARS ONLY

50,000 Licenses Will Be Af-
fected by Schedule Effec-
tive in 1920.

ALBANY, Dec. 30.—More than 450,000 automobiles will be affected by the amendments made to the highway law by the 1919 Legislature changing the schedule of license fees. The amendments were designed to make the fees more equitable, as well as to bring into the State Treasury additional revenues estimated at \$2,000,000.

The revised scale of registration fees applies to pleasure vehicles only, and not to trucks and other commercial motor vehicles. Hereafter automobile owners have annually paid to the State a license fee based wholly on the horsepower of their cars. Under the new law the fee will be \$25 for cars of 10 horsepower or less, \$35 for cars of 11 to 20 horsepower, \$45 for cars of 21 to 30 horsepower, \$55 for cars of 31 to 40 horsepower, \$65 for cars of 41 to 50 horsepower, \$75 for cars of 51 to 60 horsepower, \$85 for cars of 61 to 70 horsepower, \$95 for cars of 71 to 80 horsepower, \$105 for cars of 81 to 90 horsepower, \$115 for cars of 91 to 100 horsepower, and \$125 for cars of 101 to 110 horsepower.

In brief, the amended law provides for a registration fee of 25 cents for each horsepower plus 40 cents on each \$100 or fraction thereof of the manufacturer's list price of the car. If the car is between three and five years old, the fee on the list price will be 25 cents per \$100, and if more than five years old 10 cents per \$100 list price.

Must Pass Examinations.
In the last fifteen years more than 15,000 different models of automobiles have been put on the market by 600 American manufacturers. Every year each manufacturer changes his style as well as his price. Runabouts, roadsters, touring cars, sedans, landauletts, coupes, limousines and town cars of varying power and prices, are listed in annual catalogues of the makers.

The automobile bureau, which is a department of the office of Secretary of State, has attempted to compile detailed statistics on all models of motor vehicles that have been manufactured since 1905, and in five months has succeeded in classifying 4,500 models. The information available through this classification is necessary in order properly to fix the license fees when applications for 1920 registration begin to pour in after New Year's.

In this labor it is stated that Secretary Hugo has received very little assistance from automobile manufacturers. Of the 600 manufacturers who were requested to supply the automobile bureau with the desired information about models, power and prices, less than thirty complied. As a result the bureau had to be made up from information obtained in handbooks and manuals used by automobile insurance companies.

At New Year's every owner of a pleasure car in the State will receive from the automobile bureau a blank form on which to make application for his 1920 registration. Accompanying the application blank will be a table instructing him how to determine the amount of the registration fee. As the applications are received at the bureau they will be checked up by means of the statistics already compiled.

12,000 Different Models.
In order that the employees of the Bureau in Albany, New York, Buffalo and Rochester may be prepared to administer the amended law, they have been required to pass a set of examinations. Many of the questions were taken from letters that had been received at the main office of the automobile bureau at the Capitol. Among them were the following:
"In January of this year, I bought a B— six cylinder car of John Funn, who said it was a 1919 model, bore 3 1/2 inches. I paid him \$900. He said he paid \$1,345, but the agent tells me the manufacturer's price was \$1,250 and freight on it was \$30. What will be my fee?"
"Blank has an O—, 1917 model, six cylinder, 3 1/2 bore, manufacturer's price \$850. He takes off touring body and puts on runabout body for which he paid \$150. He sells the old touring body for \$75. What fee is he to pay for registration?"
"Joe Mumm has a Blank sedan, 1920 model, six cylinder, 2 1/2-16 bore. He traded for this car a T—, for which he paid \$450 and paid in cash \$1,200. Because of close friendship with agent no war tax or commission was charged. But freight of \$35 was afterwards paid by him. What is the fee?"

PNEUMATIC TIRED PACKARDS.

They Are Feature of This Com-
pany's Truck Exhibit.

Trucks especially designed and built for pneumatic tires occupy the most important place in the exhibit of the Packard Motor Car Company of New York at the Motor Truck Show. One, a three ton model, is equipped with a covered rack body and closed cab. The other model is a two ton chassis.

Cabs are being shown which are manufactured exclusively for Packard motor trucks and constructed to give the driver ample protection in all kinds of weather. A dome light has been installed and both tool and battery boxes have been placed inside. The cab may be locked, providing a compartment where tools, valuable papers and other articles may be safely left. The cab is installed on a three point spring suspension shock and joint which occurs when cabs are fastened directly to the chassis.

Other models include a one and one-half ton chassis, a four ton model with Babcock stake body, a six ton model with high rack body, a two ton model with Moore elevating truck body for coal delivery and a five ton model with Wood hydraulic hoist and convertible body.

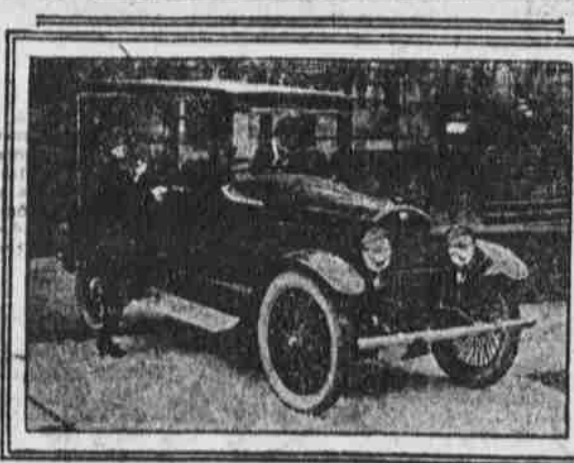
SPEED AND ITS MEANING.

Reo Sales Manager Tells of the
Speed Wagon.

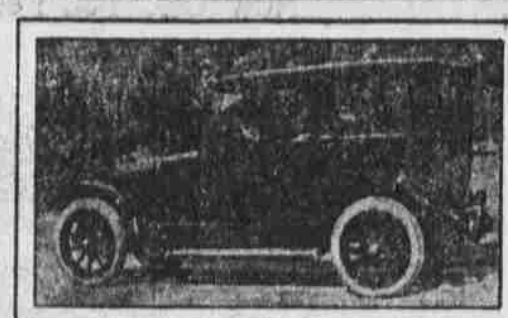
"Speed is economy," says F. H. Alton, sales manager of the Reo Motor Car Company, manufacturers of the Reo Speed Wagon.

"Speed means present day needs in transportation. Speed in a truck means that one driver covers more miles in a day. The speedy truck does more work in a day. Speed means that goods can be placed on distant markets when desired and supplies secured from a distance when necessary. It means that the delivery radius may be increased. Speed means that the goods arrive in better condition—better service to a customer.

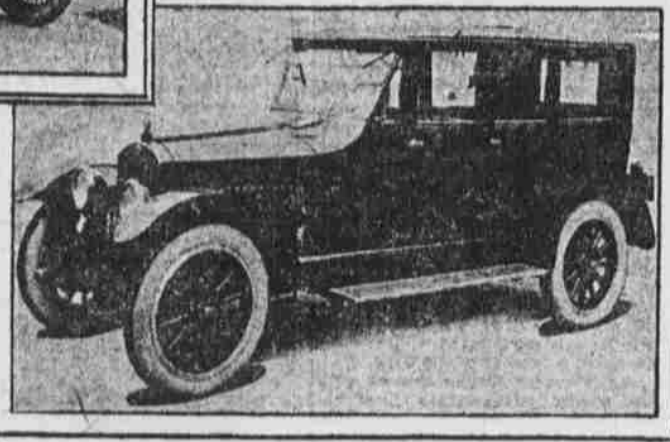
"The manufacturer, the merchant, the farmer, who has hauling to do, has an increased need for more speed in transportation. This means fast and reliable trucks, equipped, thoroughly reliable units traveling on pneumatic tires.



AUBURN



TEMPLAR



STANDARD "8"

TRUCKS A NECESSITY IN NEW YORK CITY

Entitled to Consideration in
Solving Traffic Problem.

Freight transportation by motor truck under the present traffic conditions has very nearly reached the saturation point in New York city, according to H. E. Fulton, vice-president of the International Motor Company, manufacturers of Mack trucks.

"Unless some plan is devised to allow the streets to hold more traffic," says Mr. Fulton, "the problem will resolve itself into one of the survival of the fittest" between motor trucks, passenger cars, street cars, horses and pedestrians. This is especially true in the shopping district between Thirty-fourth and Forty-second streets and in the business section downtown. The number of passenger and commercial cars is increasing at a tremendous rate and there seems to be no limit to the number that will be on our streets in years to come.

"Motor trucks, in particular, have had a very big increase, according to the local branch of the Secretary of State's office, an increase of 53 per cent. in the past three years in the New York district, which includes Greater New York and the counties of Nassau, Suffolk, Westchester, Rockland and Putnam. In 1917 there were 32,577 of them and now there are 49,849.

"Yet it cannot be said that motor trucks are crowding our streets any more than any other form of transportation. Certainly their flexibility in traffic, speed and larger capacities make them more desirable than the old forms of transportation, and for this reason any measures that are adopted to relieve the congestion should not discriminate against the motor truck.

"The problem must be approached in a broad minded manner. It must be realized that the very fact that the use of commercial vehicles has increased to this extent proves that they are an economic necessity to the city. It must be further understood that the percentage of increasing congestion in relation to the percentage of increasing demands for transportation has been kept down by the economies of the motor truck. If any transportation factors must be discriminated against it should be those that are least efficient to serve the needs of transportation.

SHOWN IN OWN BRANCH.

GMC Trucks Will Be Exhibited as
Complete Line.

During the New York show GMC trucks will be displayed only at the factory branch, Fifty-seventh street and Eleventh avenue.

"The reason for this is the fact that we can exhibit a more complete line and talk business without interruption, which is what the truck buyer wants," explains Otto Stoll, manager of the New York branch.

"And not only have we an assortment of models and bodies, but we have the ability to crowd into show space, but we

THE DADDY OF THEM ALL.

Selden's 1877 Model Shown as Ex-
hibit in Armory.

It sure was a queer vehicle; it looked like an animated buggy as it chugged its way along the streets of Rochester, N. Y. Automobiles of various descriptions passed it by, yet this horseless wagon was the daddy of them all—the first gasoline propelled road wagon in the world.

You see, George B. Selden did not like law. He was of an inventive turn, and while after he left Yale he studied law to please his father the result was a patent of mechanical lawyer. His determination was to invent an engine for propelling vehicles over the highways. Steam would not do as the vehicle was too heavy. He made a gas engine that ran, but the valves became fused and killed the motor after a little time. So he became convinced that the primary explosion must take place within the cylinder—here, was then the origin of the now common internal combustion engine.

Then in 1877 he completed his plans and drawings, convinced that his motor would not only run, but would propel a vehicle. His money became exhausted and he only succeeded in actually boring one cylinder in the block of stove iron, although he planned for three. But the one cylinder operated to his satisfaction.

Years later, in 1905, doubt was expressed by many that his motor never would have functioned. Selden, although an old man, determined to show 'em, and he hauled out his one cylinder stove iron engine, his blue prints and specifications and the three cylinder motor was completed. Not only that, but it was attached to the front axle of a vehicle similar to a buggy, and Selden demonstrated to the spectators in Rochester, New York city and Washington that the first gasoline propelled road wagon as planned and partially built by him in 1877 would run and was really daddy of them all.

From the company organized to manufacture automobiles from the Selden patent the Selden Truck Corporation grew, and for years has been manufacturing the well known Selden motor trucks. The first Selden is now owned by the Stevens Institute of Hoboken, N. J., but has been loaned to the Selden company for exhibition purposes at the New York and Chicago shows.

FEDERAL SOLVES DELIVERY.
H. Sussman, New York city, manufacturer of bed springs and mattresses, has enlisted a Federal truck in their delivery service.

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CURTAIN POCKET IS FEATURE.

One of the unusual features in a car of
this class is the handy compartment back
of the front seat of the Liberty Six, where
side curtains, plainly marked for the own-
er's convenience in putting them up, are
carried.

Then in 1877 he completed his plans and drawings, convinced that his motor would not only run, but would propel a vehicle. His money became exhausted and he only succeeded in actually boring one cylinder in the block of stove iron, although he planned for three. But the one cylinder operated to his satisfaction.

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IMPORTANCE OF AVERAGE LOADS

Many Business Men Operate
Smaller Trucks Now at
Higher Speed.

That truck users are more and more coming to select a truck to carry their average load rather than one big enough for their maximum load is the conclusion of J. J. Hunt, general manager of the Reo Motor Car Company of New York.

"There was a time not so long ago when the average buyer figured up the biggest load that he would ever want to haul and then tried to buy a truck big enough to carry it," says Mr. Hunt. "But the experienced user has come to realize that there is nothing so expensive as a truck carrying half a load. Unless it is the truck which is so slow that it wastes the time of an expensive driver.

"Few users have loads which cannot be split up into units of 2,000 to 3,000 pounds. When they have a truck which will handle a ton with maximum economy they have the most economical truck. If the truck has real speed it will make two trips while a heavy truck is making one and handle the same tonnage an hour. Of course it has lower first cost and lower costs of operation and maintenance. Its biggest savings over the heavy truck are on the occasions when the two ton truck must travel with half a load.

"The fact that more trucks of three-quarter ton rated capacity were sold during the third quarter of this year than of any other type, and that Reo made almost as many of these as all the others put together, shows, I think, the trend of popular favor. Speed plus sturdiness plus reliability have won this leadership.

"Reo speed wagons operate regularly over schedules requiring them to deliver loads of a ton to a ton and a half at points twenty-five miles distant within an hour. And they keep to their schedules. I know of one speed wagon that has delivered six tons of coal from car to dwelling house basement in an hour, and that in pinches has delivered fifty tons of coal in a day. That is what real speed in a real truck makes possible.

"A high powered motor plus pneumatic tires makes it possible for this quick to venture where another would fail. The coal delivery wagon I spoke of pulls up over lawns to basement windows where a heavy truck on solid tires would stick fast. It is this ability to negotiate soft ground and rough going which makes the speed wagon the ideal vehicle for the farmer.

"Another advantage to be derived from the use of pneumatic tires is the lessening of the time required to return to the loading point for another load. With solid tires it is impractical for the truck to run at a high speed even if it were able to do so, as the vibration due

Foreign License Plates Are Exhibited

FOR the first time in the history of motoring there has been assembled a collection of license plates used in many of the foreign countries. These plates will form a part of an exhibit which Secretary of State Hugo's office will show this winter. Mr. Hugo's office had a similar exhibit last year, made up entirely, however, of 1919 plates from every State in the Union. This year it has been greatly broadened and made far more interesting by the addition of the foreign plates. The exhibit will also contain a collection of 1920 plates.

Among the foreign plates is one from far off China, a plate of blue and white, small and attractive. New-South Wales has contributed a plate, while Switzerland, Portugal, Hawaii, Iceland, Denmark, Sweden, Cuba and many other countries have sent plates.

Following the New York show the exhibit will be sent to various other automobile shows throughout the State. Across the top of the exhibit figures will inform the public as to the automobile growth of New York State the past year. Word reached Colorado of the exhibit, and Mr. Hugo already has had a request from the management of an automobile show in Denver asking if it would not be possible to ship the exhibit there in March.

to the solid tires and the high rate of speed would soon ruin the truck. "The speed wagon is able to return to its loading point at a fast rate because its pneumatic tires afford the truck the same protection as they do a passenger car. This saves time for the driver and lowers very greatly the cost of maintenance per ton mile."

AC PLUGS ADD TO LAURELS.

Records in Road Racing, Speed-
ways and Dirt Tracks.

On road racing course, speedway and dirt track, AC Spark Plugs, during the year of 1919, added many fresh laurels to their collection garnered in previous seasons of grueling competition in the realm of wheels and speed.

The road racing record of AC plugs, for example, is 100 per cent. perfect, the two events of this character on the 1919 schedule being won by drivers depending on such equipment for sparking their engines. In the 250 mile Santa Monica race, won by Cliff Durant with the Chevrolet Special, all the cars to finish had AC's in their cylinders, while at Elgin, where the 301 mile classic was revived, AC's not only rode with Milton's triumphant Duesenberg, but they also finished second, fourth, fifth and sixth.

Tommy Milton, the most consistent driver of the year, also scored three speedway victories with AC plugs, establishing a world's record of 112.4 miles in capturing the ten mile race at Sheepshead Bay.

Another speedway victory for the AC was the triumph of Roscoe Saries and at Los Angeles in March.

RUNS ITS OWN TRAINS.

Oakland Company Makes Unique
Special Deliveries.

Oakland deliveries made with Oakland rolling stock is the unusual service that the manufacturers of the "Sensible Six" are now giving their distributors and dealers in the middle West, with plans for its eventual extension to include the principal cities along the Atlantic seaboard and intermediate points on the route east.

This service, which not only facilitates deliveries under normal conditions but which also proved a partial solution of the shipping problem during the months of wartime restriction, was started three years ago when the Oakland company purchased a train of flat cars with which time are made on a regular schedule between the factory at Pontiac and the Chicago branch.

Freight cars also have been leased from their private owners from time to